

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) A system for protecting aircraft operation, comprising:

An an anti-crash system that automatically prevents an aircraft from colliding with other objects;

An an auto-controlling and piloting system, receiving commands from said anti-crash system;

A a monitoring device system, communicating with said anti crash system;

An an authorities" security aircraft flight equipment computer, communicating with said anti-crash system, said auto-controlling and piloting system, and said monitoring system; and

A a secondary aircraft controller system.

2. (New) The system of claim 1, wherein the anti-crash system protects the aircraft from crashing into a building or in a populated area.

3. (New) The system of claim 2, wherein the anti-crash system only allows the aircraft to operate on a course set by the proper authorities before lift off.

4. (New) The system of claim 2, further comprising an anti-crash system installed in a ground-based object that sends signals to the anti-crash system on the aircraft, causing the aircraft to avoid the ground-based object or other objects.

5. (New) The system of claim 1, wherein the anti-crash system in the ground-based object allows authorities such as the Federal Aviation Administration to control the aircraft from the ground in emergency or crisis situations.

6. (New) The system of claim 1, wherein the monitoring device system allows authorities to monitor on board functions of the aircraft, such as altitude and engine operation.

7. (New) The system of claim 6, wherein the monitoring device system includes a live feed of video and audio from the aircraft to a remote ground-based system.

8. (New) The system of claim 4, wherein a course set before lift off in the aircraft can be changed during flight only by use of the anti-crash system installed in the ground-based object by three separate authorities entering three separate codes.

9. (New) The system of claim 8, wherein the three separate codes are changed on a random basis to ensure that only authorized authorities can change a course or take control of an aircraft.

10. (New) The system of claim 1, wherein the auto-controlling and piloting system allows authorities to control the operation of the aircraft in the event of pilot or crew member inability to safely pilot the aircraft due to any reason.

11. (New) An aircraft protection system, comprising:  
an anti-crash control system that automatically prevents the aircraft from crashing into objects;  
an auto-controlling and piloting system receiving commands from the anti-crash system;  
a monitoring device system communicating with the anti-crash system;

an authorities' security aircraft flight equipment computer communicating with said anti-crash system, said auto-controlling and piloting system, and said monitoring system; and

a secondary aircraft controller system.

12. (New) The system of claim 11, wherein the anti-crash control system comprises an input for receiving a communication signal from the monitoring device system and an output coupled to the auto-controlling and piloting system and secondary aircraft controller system, the anti-crash control system configured to assume control of the aircraft upon receipt of the communication signal and prevent control of the aircraft by control devices in the aircraft cockpit.

13. (New) An aircraft flight management system comprising:  
an aircraft control and communication module configured to be coupled to existing aircraft electronic flight controls and electronic engine controls and adapted to receive electronic communication signals from ground-based and air-based facilities, including air-based facilities on the aircraft, to automatically override aircraft flight and engine control commands from a cockpit of the aircraft.

14. (New) The system of claim 13, wherein air-based facilities comprise sensors onboard the aircraft to detect obstructions on the ground hazardous to safe aircraft flight operations.

15. (New) The system of claim 13, wherein air-based facilities comprise communications received from other aircraft.

16. (New) The system of claim 13, wherein ground-based facilities comprise governmental law enforcement and military facilities.

17. (New) An aircraft flight management system comprising:  
an aircraft control and communication module configured to be coupled to  
existing aircraft electronic flight controls and electronic engine controls and adapted to receive  
electronic communication signals automatically generated from ground-based and air-based  
facilities to override aircraft flight and engine control commands from a cockpit of the aircraft and  
avoid collisions with the earth and other objects.

18. (New) An aircraft flight management system, comprising:  
a system for interconnecting aircraft flight control systems to enable automatic  
override of aircraft flight control commands and engine control commands from automatically-  
generated air-based and ground-based transmission signals.

19. (New) An aircraft flight management system, comprising:  
a monitoring system for automatically detecting when the aircraft is on a collision  
course with an object and automatically generating a detection signal when a collision course  
with an object is detected; and  
an anti-crash system coupled to the monitoring system for receiving a detection  
signal therefrom and coupled to the autopilot and to flight control systems on the aircraft, the  
anti-crash system responsive to the detection signal to automatically bypass the autopilot and  
control the flight path of the aircraft to avoid a collision with the object.